SS4A Regional Transportation Safety Action Plan

SECOG

Vision Zero
Task Force Meeting #3
October 16, 2025

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AGENDA

- Introductions
- Project Process Update
- Public Engagement
- Key Safety Findings
- Infrastructure Countermeasures
- Policies and Strategies
- Next Steps

The Project Team

Project Team

Jeff Maxtutis, Project Manager at BETA Group

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Vision Zero Task Force

Brian Kent, Bike Groton

Brian Sear, City of New London

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Bob Carlson, Town of North Stonington

Rob Zarnetske, Town of Windham

Shawn Barry, University of Connecticut T2

Stephanye Clarke, Ledge Light Health District

Deb Jones, Town of Groton

Danielle Chesebrough, Town of Colchester

Natasha Fatu, Connecticut Department of Transportation

Tina Falck, Town of Griswold

Sal Tassone, Town of Colchester

Brandon McIntyre, Mashantucket Pequot Tribal Nation

Where are we in the planning process?

Identifying Key Issues & Priority Areas

- Initial VZTF meeting
- Public Survey
- Virtual and In-Person Public Meeting
- Meetings with each SECOG community
- High Injury Network Development
- Risk Based Network Analysis
- Evaluation of Over-Represented Crash Types

Developing Recommendations

- Walk Audits (In Progress)
- Meetings with SRTS, DPH, CTDOT
- Review of existing policies and strategies
- Research into policies and recommendations proposed elsewhere

We're here

- Project Development
- Non-Infrastructure Strategy & Policy Development

Writing Safety Action Plan

- Synthesizing information into a cohesive final plan the region can use to apply for SS4A implementation funding

PUBLIC ENGAGEMENT OVERVIEW

Methods

Vision Zero **Task Force Meetings**

Online **survey**

Public Meetings

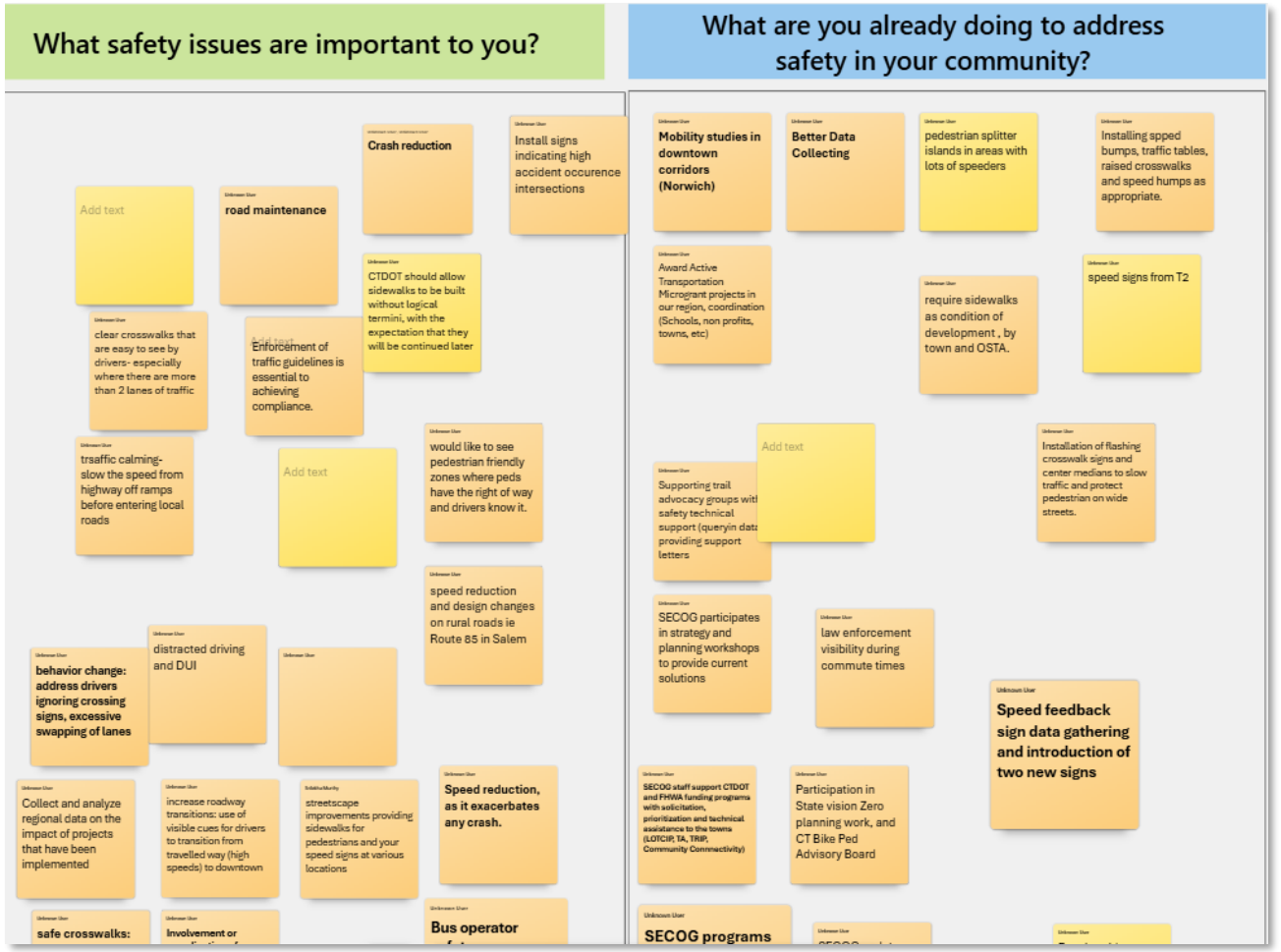
- Virtual public meeting on June 16th
- In-person public meeting on June 17th

Stakeholder **Interviews** with member **municipalities**

Interviews with **regional/ statewide stakeholders**

Vision Zero Task Force

- Discussion of Vision Zero Statement and goal
- Goal setting activity on Whiteboard, asking participants to share safety issues in their communities and how they are currently being addressed
- Initial results of high-injury network development and crash trends in the region



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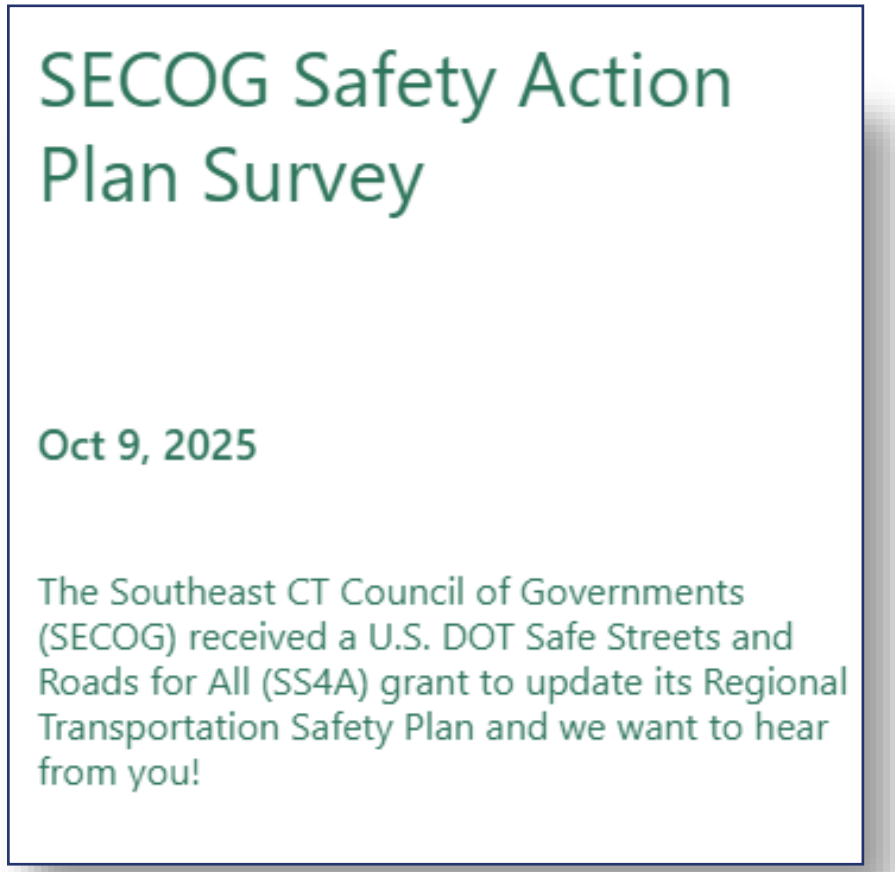
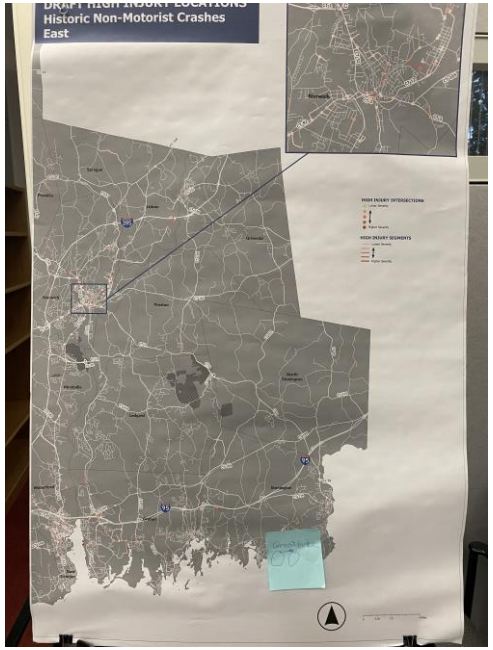
Online Survey

- Asked respondents **about travel habits**, commonly used modes, specific locations with **safety concerns**, and **desired safety improvements**
- **Over 550 responses** representing nearly every municipality in the region
- Active from spring to fall 2025

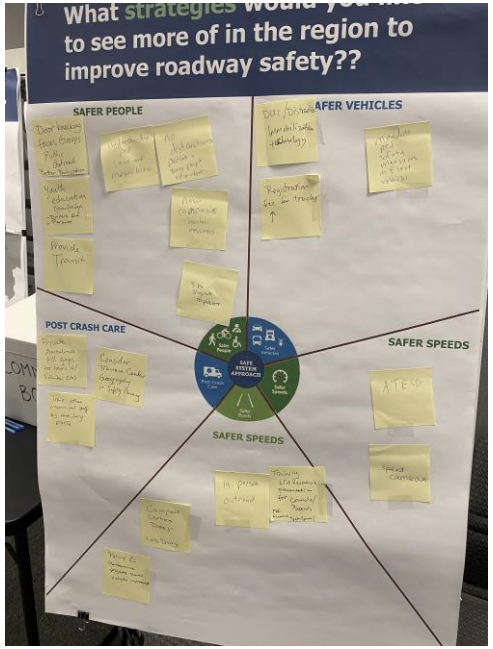


Public Meetings

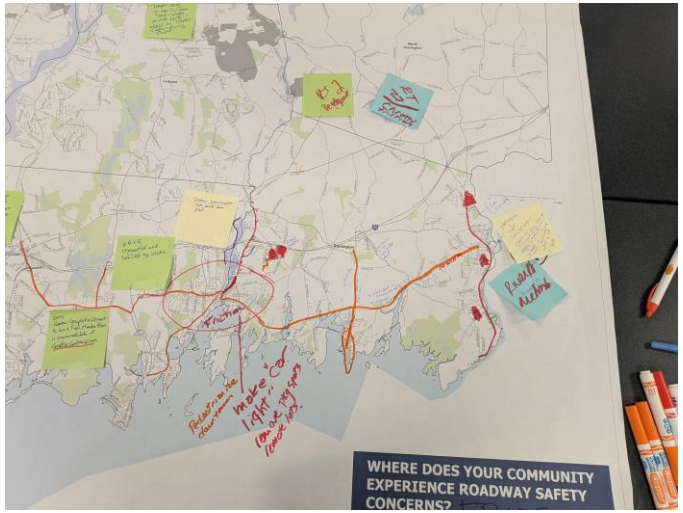
Shared initial crash analysis results including draft high-injury network and overrepresentation analysis



Facilitated activities asking attendees to share what safety strategies they would like to see

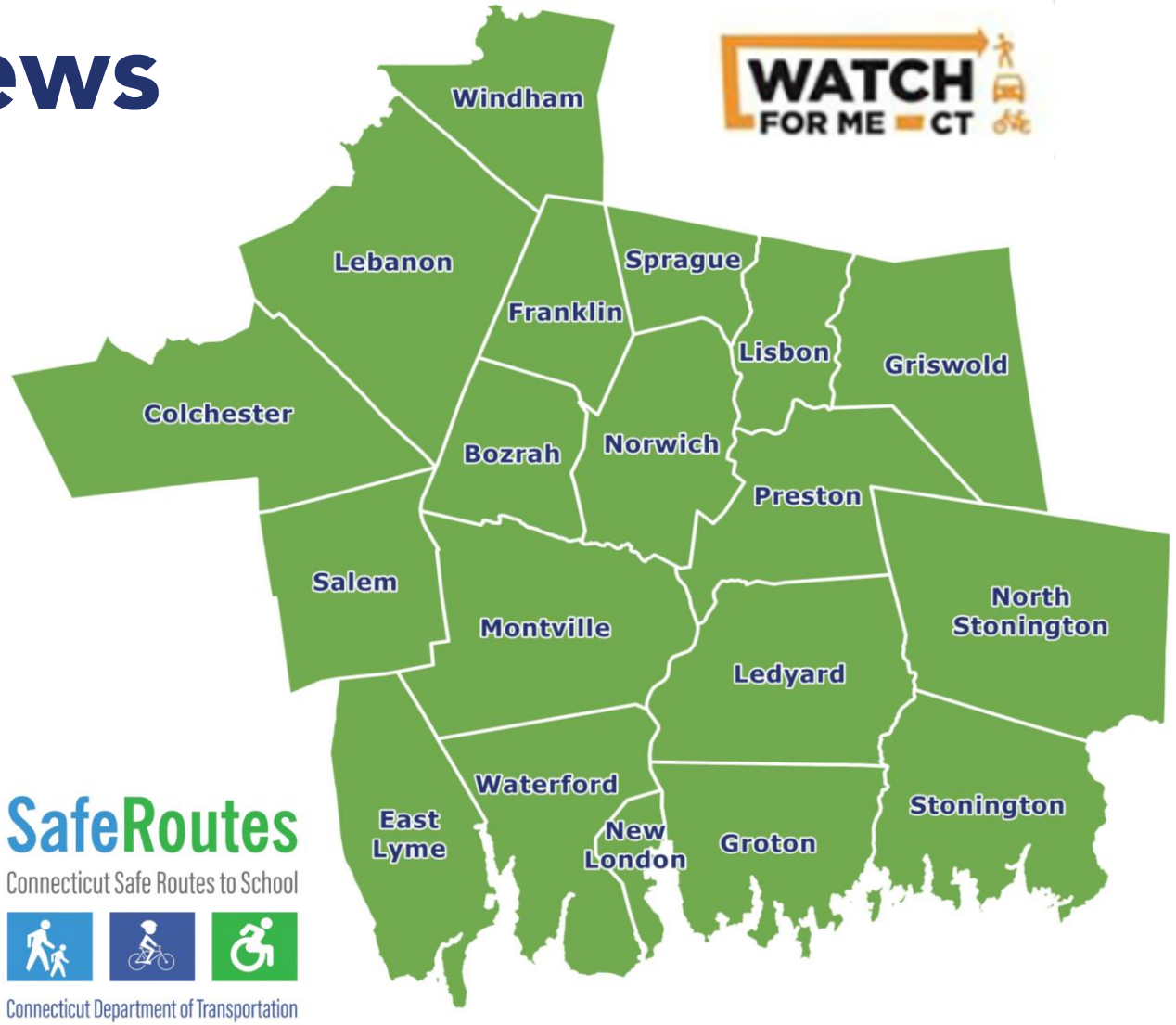


Provided large-format map for attendees to identify unsafe locations



Stakeholder Interviews

- Conducted interviews with 17 municipalities, 1 federally recognized tribe, and three external stakeholders
- Presented top crash locations within each municipality and discussed other potentially unsafe locations
- Gauged interest in countermeasures and other safety strategies
- Further discussed how organizations such as Safe Routes to School and Watch For Me CT can support municipalities through their safety education campaigns



WATCH FOR ME CT

SafeRoutes
Connecticut Safe Routes to School
Connecticut Department of Transportation

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Walk Audit at Top Crash Location

- We walked along the Willets Avenue corridor in New London
- Identified issues and potential countermeasures with representatives from SECOG and the City

What We Heard

Over 50%

of survey respondents cited **speed reduction as a high priority**

Municipalities often cited support for **RRFBs, speed humps, illuminated stop signs, and roundabouts**.

"Stricter **enforcement of speeding.** We need a better light at the intersection of 354 and Lake Hayward. Too many accidents."

"What can be done to improve roadway safety?"

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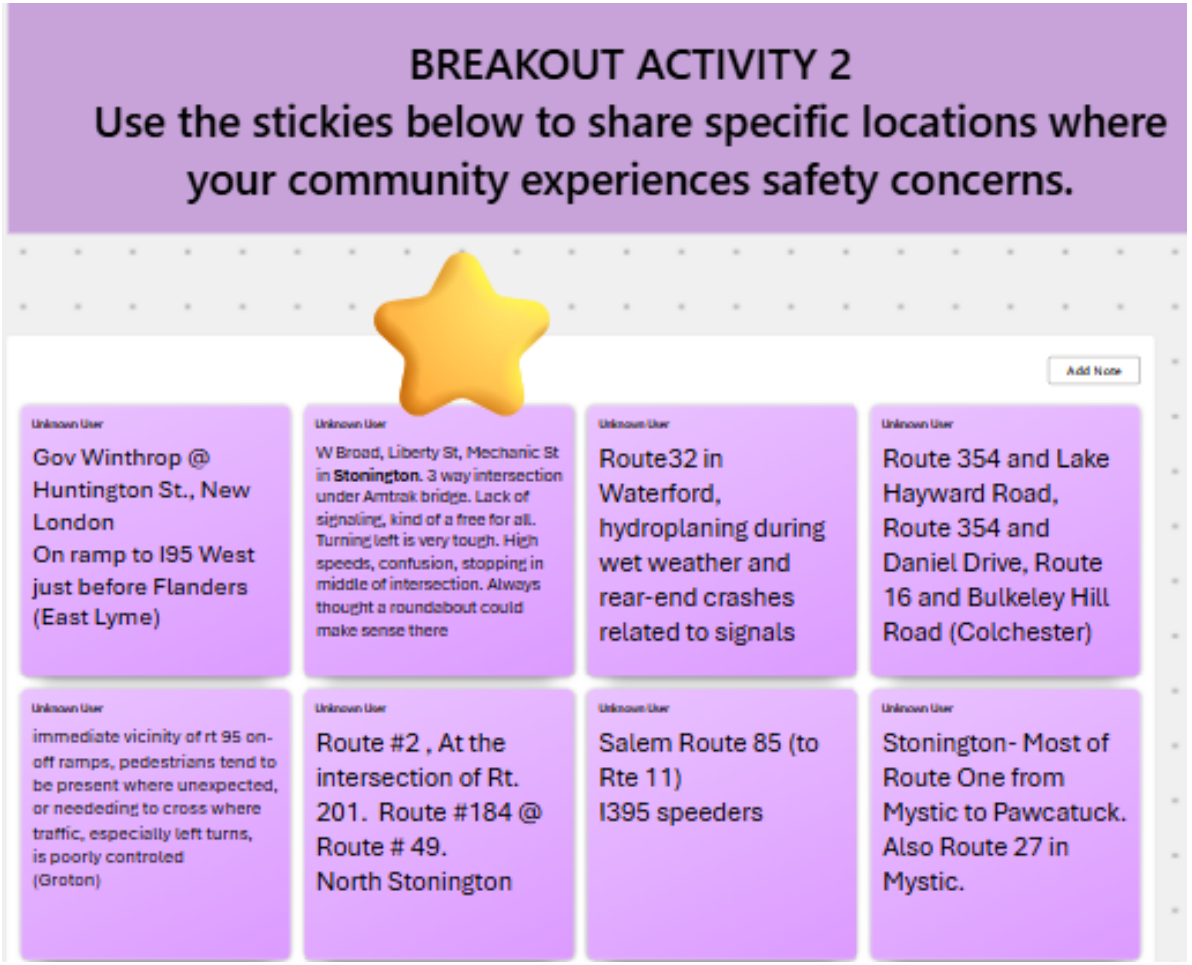
What We Heard (Continued)...



"Taylor Hill and Oakville Road need[s] that **flashing stop sign**" – survey respondent

"Install rotary or a bend in road to **force people to slow down**" – survey respondent

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ANALYSIS AND PROJECT DEVELOPMENT

Public Engagement Summary: Key Issues & Desires

ISSUES	IMPROVEMENTS DESIRED
• Vehicle speeding on both state and local roadways • Lack of pedestrian and bicycle connectivity • Intersection conflicts • Enforcement can be a barrier for many small towns • Impaired/distracted driving • Motorcyclist safety • Managing conflicts between vehicles, e-bikes, dirt bikes and pedestrians	• Improved Greater coordination with DOT and state transportation programs desired • Speed humps • RRFBs • Enhanced Enforcement • Intersection realignments • Roundabouts • Curve ahead signage • Illuminated stop signs • More signalized intersections • Enhanced sidewalk network

Safety Analysis: Key Crashes More likely to result in Serious or Fatal (KSI) Injury

Vehicle-Pedestrian Crashes
1% of total crashes vs.
11% of KSI crashes

Single Vehicle Crashes
27% of total crashes vs.
39% of KSI crashes

Head-On Crashes
2% of total crashes vs.
9% of KSI crashes

Crashes into Tree
2% of total crashes vs.
9% of KSI crashes

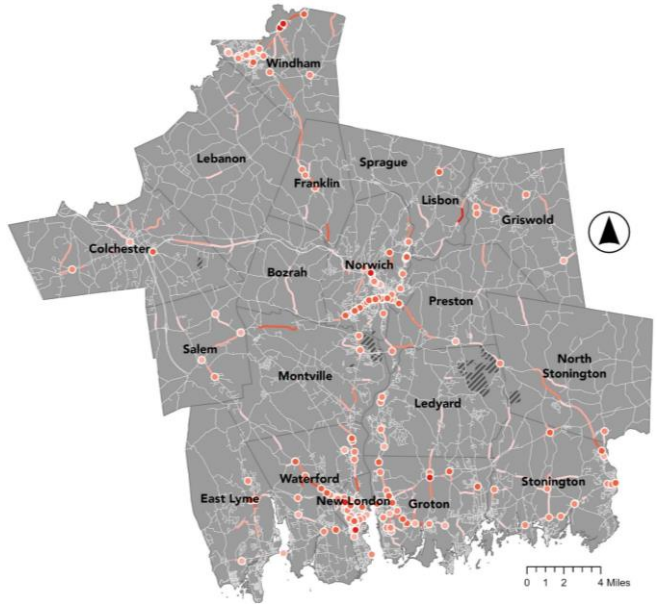
Motorcycle Crashes
2% of total crashes vs.
16% of KSI crashes

Under the Influence (Reported)
3% of total crashes vs.
9% of KSI crashes

Unlighted Dark Roadway
8% of total crashes vs.
16% of KSI crashes

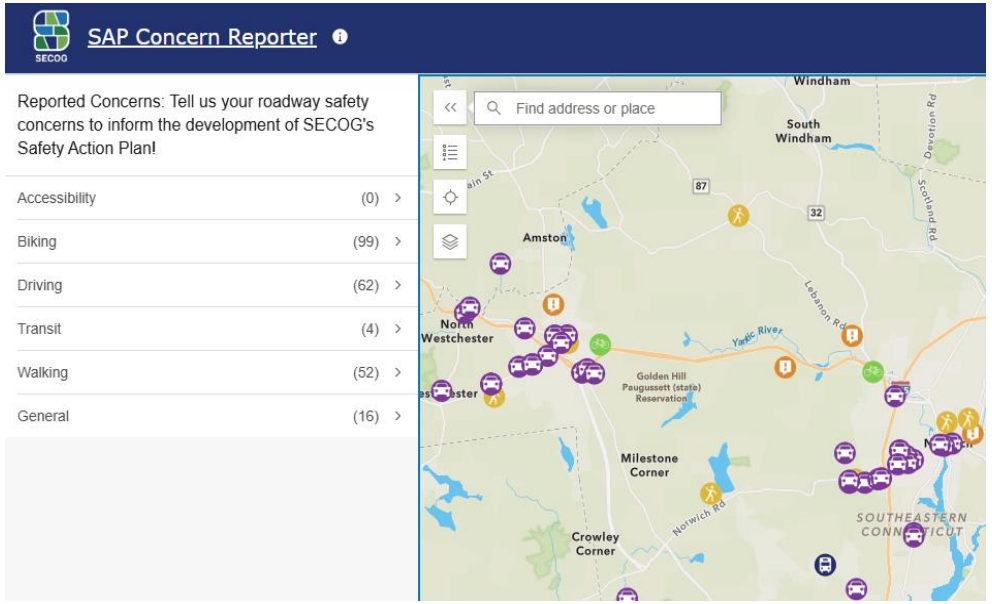
Curved Roadways
14% of total crashes vs.
26% of KSI crashes

Project Development Process



Identify key regional and municipal specific project locations within SECOG using:

- High Injury Network (HIN)
  - Segments
  - Intersections
- Public Survey and Public Input Map
- Municipal Stakeholder Input
- Previous Plans
  - SECOG Pedestrian Bike Plan
  - 2022 Safety Action Plan

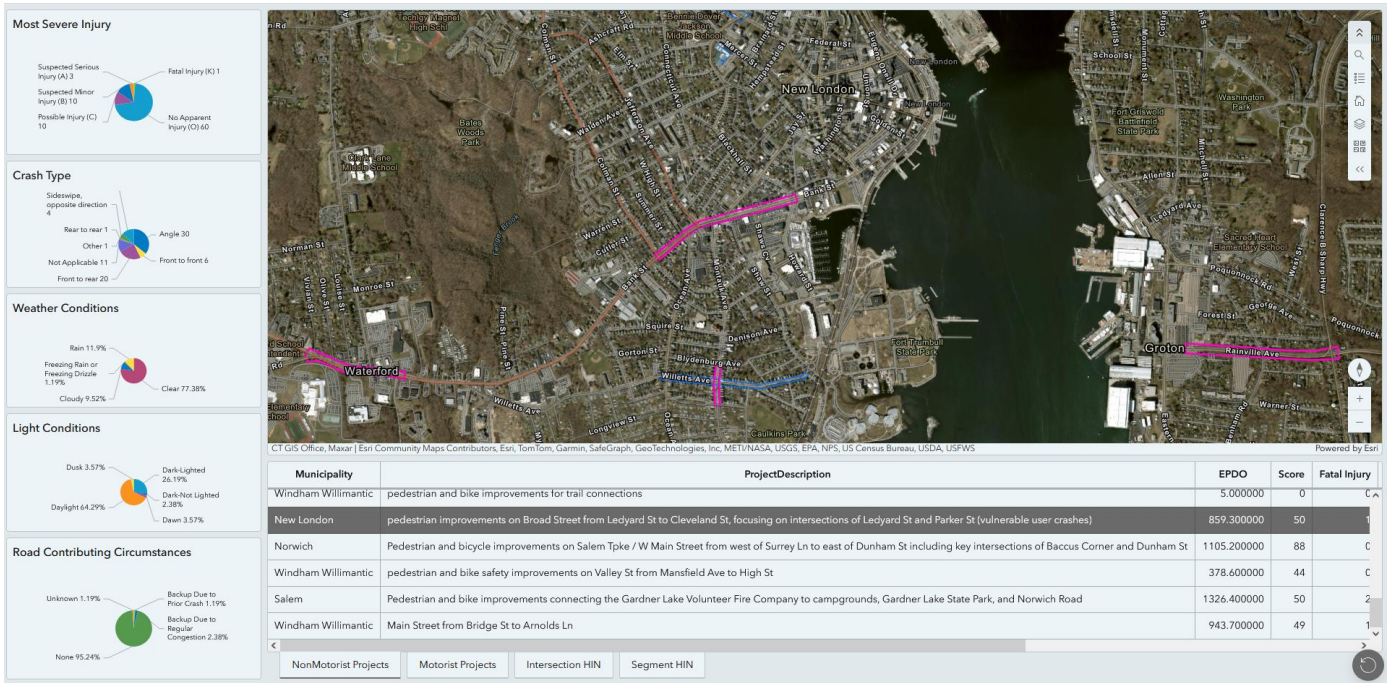


Key Notes:

- Listen to feedback provided from residents and key stakeholders from each town, including police, DPW, firefighters, municipal staff, and others.
- Identify projects that address **vehicular** and **non-motorist** (walking, biking, etc.) concerns.

Projects as of Now

- Currently, we have 88 projects
- 65 Motorist Focused Projects
- 23 Non-Motorist Focused Projects
- We selected them for geographic diversity as well as targeting highest crash locations



Today's Focus: Recommendation Development

Infrastructure countermeasures

Non-infrastructure **policies and strategies**

INFRASTRUCTURE COUNTERMEASURES

Developing Countermeasures

CTDOT Department of Transportation

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Traffic Engineering - Safety

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FHWA Highway Safety Programs

Home / Safety / Proven Safety Countermeasures

- Proven Safety Countermeasures
- Search Safety Proven Countermeasures
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Proven Safety Countermeasures

FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local, State, and National safety goals. These strategies are designed for all road users and all kinds of roads—from rural
from high-volume freeways to less traveled two-lane State and county roads, from
curves, and everything in between. Each countermeasure add
management, intersections, roadway do
that address multip

CMF CRASH MODIFICATION FACTORS CLEARINGHOUSE

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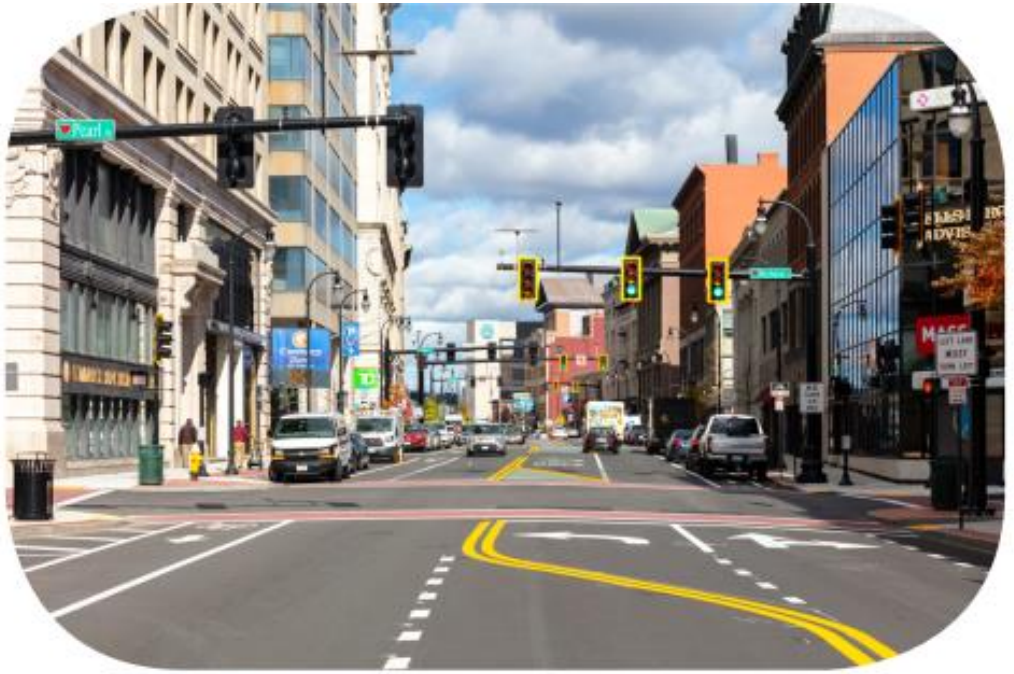
Single Vehicle Crashes

SPEEDING

Countermeasure	CMF
Narrow travel lanes	0.76
Road Diet (4 to 3 lanes)	0.53 – 0.81
Speed feedback radar signs	0.95 (rural single vehicle crashes)

EDGE OF ROAD OR CURVE VISIBILITY

Countermeasure	CMF
Reflective edge lines (paint)	0.85
Shoulder rumble strips	0.49-0.87 (run-off road, fatal and injury crashes)
Chevrons	0.84 (fatal and injury crashes)



4-3 Road Diet

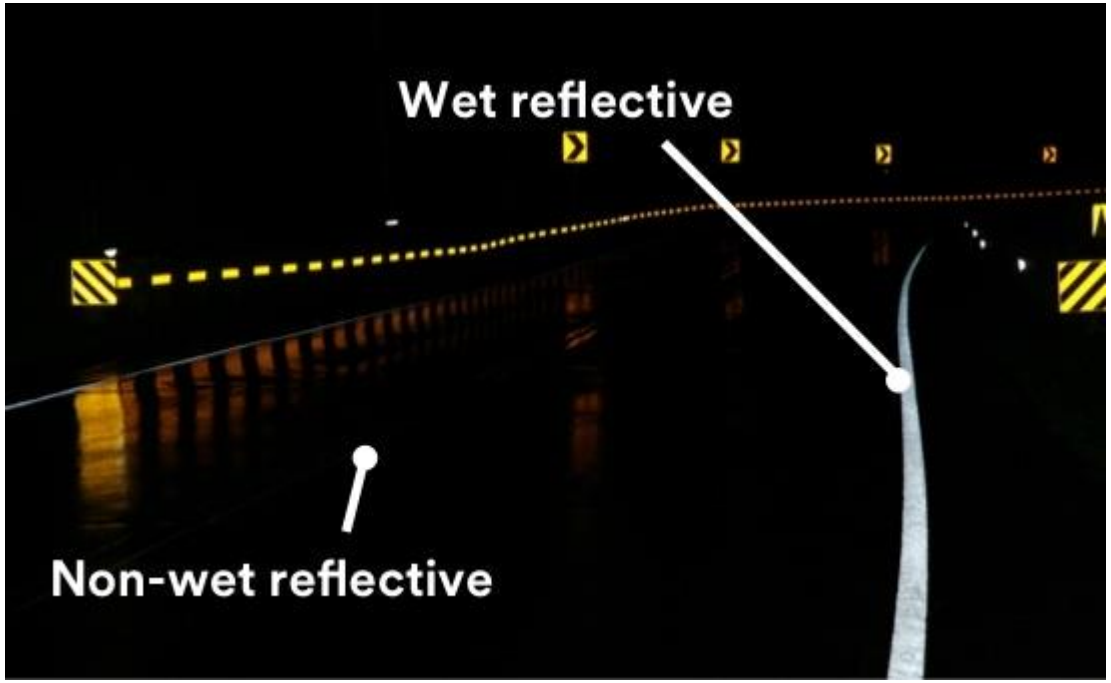
Single Vehicle Crashes (Continued)

WET OR DARK CONDITIONS

Countermeasure	CMF
High friction surface treatment	0.48 (wet road crashes)
Wet reflective pavement markings (thermoplastic)	0.88 (injury crashes)
Install lighting	0.63 (injury crashes)

OBSTRUCTIONS ON SIDE OF ROAD

Countermeasure	CMF
Reflective object markers on utility poles, guardrails and posts on side of road	NA
Relocate utility poles	0.86



Wet Reflective Pavement Markings
(Source: 3mcanada)

Angle Crashes

CONFLICTING TURNING MOVEMENTS AND SPEEDING

Countermeasure	CMF
Roundabout	0.18-0.22 (severe crashes)
No Turn on Red	NA
2-Way to 4-Way Stop	0.25 (angle crashes)
Protected Left Turn Phasing	0.67
Road Diet	0.53-0.81
Access management (driveway closures, restricted movements)	0.6-0.9
Advanced Stop Signs	0.86
Flashing Beacons	0.95

Roundabouts (Source: CTDOT)

Angle Crashes (Continued)

RED LIGHT RUNNING

Countermeasure	CMF
Yellow change interval modification	0.88
Backplates with retroreflective borders	0.85
Red light running camera	varies

Retroreflective Backplates (FHWA)

Head-On Crashes

CROSSING CENTER LINE

Countermeasure	CMF
Centerline rumble strips	0.56
Median Barrier	0.03 (cross median crashes)

Median Barrier

Vehicle-Pedestrian Crashes

CROSSWALK VISIBILITY

Countermeasure	CMF
Rapid Rectangular Flashing Beacon (RRFB)	0.53
Curb extension at crosswalk	NA

SPEEDS

Countermeasure	CMF
Raised crosswalks	0.64
Raised intersection	NA
Speed humps	0.6

Curb Extension

Vehicle-Pedestrian Crashes (Continued)

SEPARATION IN SPACE AND TIME

Countermeasure	CMF
Leading Pedestrian Intervals (LPIs)	0.40
Pedestrian Crossing Islands	0.44
Pedestrian Hybrid Beacons (HAWK)	0.45
Sidewalks	0.11-0.45
Paved Shoulder	0.29

Pedestrian Hybrid Beacons

Vehicle-Bicycle Crashes

SPEEDS

Countermeasure	CMF
Bicycle boulevard	0.37
Raised bicycle crossing	0.49

SEPARATION

Countermeasure	CMF
Bike lanes	0.65
Add bike lane separation	0.57

Shared Use Paths

CTDOT Safety Countermeasure Examples

High Friction Surface Treatment (HFST)

A High Friction Surface Treatment (HFST) applies a highly durable aggregate to the pavement using a strong polymer binder to restore or maintain pavement friction.

Rectangular Rapid Flash Beacons (RRFB)

Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at uncontrolled approaches to unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

Centerline Rumble Strips (CLRS)

Centerline rumble strips are grooves within the double yellow centerline that produce noise and vibration when the tires of a vehicle come into contact with them.

Roundabouts & Traffic Circles

Dedicated information about the use of modern roundabouts/traffic circles through the State of Connecticut. Find FAQs, active and upcoming roundabouts and design resources.

Source: CTDOT

Discussion

What **countermeasures** would be **most effective** in your community? Why? (any challenges or successes you have had?)

Raise Hand or Write in the Chat!

POLICIES AND STRATEGIES

Developing Policies and Strategies

- Organized by facets of the Safe System Approach
  - Safer People: encouraging safe and responsible travel behavior
  - Safer Vehicles: expanding the availability of vehicle safety systems and features, and encouraging wider adoption of safety features on bicycles
  - Safer Speeds: promoting context-appropriate speeds on all roadway environments
  - Safer Roads: designing roads to mitigate human mistakes and encourage safer driving behavior
  - Post-Crash Care: Improve emergency response outcomes, enhance data sharing, and prevent secondary crashes

Existing Connecticut Programs

Program Name	Jurisdiction	Program Focus
Safe Routes to School	State and local	Encouraging students to walk, bike, or roll to school safely through education and safety assessments
Automated Traffic Enforcement Safety Devices	State and local	Speed and red-light running violation enforcement
Connecticut Rider Education Program	State and local	Education program for motorcycle operators
CTDOT Maintenance Resurfacing Program	State	Repaving and maintenance on state-owned roads
Bus Stop Enhancement	State and local	Upgrading bus stop infrastructure
Town Aid Road Program	State and local	Maintenance, reconstruction, safety planning, traffic signs and signal improvements
Quick Build Complete Streets Demonstration Projects on State Roads	State	Temporary demonstration projects to test efficacy of Complete Streets-aligned interventions, such as protected bike lanes, curb extensions, and traffic calming measures.

Continued

Program Name
STP-Urban
STP-Urban Pavement Preservation/Rehabilitation
STP-Rural Major Collector
Transportation Enhancements
Transportation Alternatives
Local Road Accident Reduction
Transportation, Community, and System Preservation
Small Town Economic Assistance Program
LOTCIP

Moving from Issues to Strategies

ISSUE	STRATEGY
SAFER PEOPLE Motorcyclist injuries and fatalities	Promote motorcycle safety awareness utilizing resources from Connecticut Rider Education Program
SAFER VEHICLES Bicycle visibility at night	Mandate front and rear lights on bicycles
SAFER SPEEDS Vehicles striking people walking	Implement traffic calming measures in downtown areas through interventions such as pavement markings, traffic control devices, and signage to naturally slow traffic

Continued

ISSUE	STRATEGY
SAFER ROADS Pedestrian visibility at crosswalks	Work with communities to apply for CTDOT funding for Rectangular Rapid Flashing Beacons (RRFB) installations
POST CRASH CARE Emergency vehicle response times to crashes	Increase use of traffic signal priority and signal pre-emption for emergency vehicles

Safer People

Strategy/Policy
Engage Watch For Me CT to educate all road users on safer travel behavior and to promote safer bicycle and pedestrian travel.
Partner with rideshare and taxi companies to provide vouchers for people leaving bars and workers between 9 PM and 6 AM
Establish mandatory helmet usage for all ages
Engage with CTDOT's Safe Routes to School program to host bicycle and pedestrian trainings at schools
Ensure that all municipalities have adopted a Complete Streets policy in alignment with that of CTDOT
Collaborate with community partners to target DUI behaviors through focused enforcement activities and educational programs
Coordinate bicycle light and helmet purchases across municipalities
Continue to leverage CTDOT's Active Transportation Microgrant Program for educational materials and funding
Promote motorcycle safety awareness utilizing resources from Connecticut Rider Education Program, the Motorcycle Safety Foundation, and helmetcheck.org, among others.

Safer Vehicles

Strategy/Policy
Advocate for stricter regulations for e-bikes
Improve MMUCC's reporting by including fields for e-bikes, dirt bikes, and ATVs to better understand the prevalence and severity of associated crashes
Develop educational materials and campaigns in coordination with law enforcement and Watch For Me CT relating to safe usage of e-bikes
Mandate front and rear lights on bicycles

Safer Speeds

Strategy/Policy
Opt into adopting Automated Traffic Enforcement Safety Devices
Consider speed humps or speed tables where appropriate
Install speed feedback radar signs to increase driver awareness
Opt for speed safety zones near schools, parks, and community centers
Implement traffic calming measures in downtown areas through interventions such as pavement markings, traffic control devices, and signage to naturally slow traffic
Train staff on conducting Road Safety Audits
Increase high-visibility enforcement at high-injury locations

Safer Roads

Strategy/Policy
Advocate for improvements to MMUCC form to ensure consistent and clear reporting of crashes
Address barriers to local law enforcement and consider regional approach to traffic enforcement.
Apply for funding for bicycle and pedestrian safety improvements through CTDOT's Community Connectivity program
Implement targeted safety countermeasures at high-crash locations with context-appropriate interventions such as enhanced signage and lighting, stop control measures, and roadway redesign
Create and maintain maintenance schedules for sidewalk and sightline clearing
Engage with CTDOT to implement bicycle and pedestrian improvements to roads subject to the Maintenance Resurfacing Program and Pavement Preservation Program
Develop a policy for access management to reduce driveway conflicts
Lower speed limits along major arterials by moving away from the 85th percentile standard for speed limit-setting
Improve lighting on rural roads ; add in streetlights where possible
Work with communities to apply for CTDOT funding for Rectangular Rapid Flashing Beacons (RRFB) installations
Stripe fog lines to narrow vehicle travel lanes, which can reduce vehicle speed and lower crash rates
Enhance sidewalk connectivity by constructing ADA and PROWAG-compliant sidewalk ramps to promote walking and pedestrian safety

Post Crash Care

Strategy/Policy
Develop customized standards of care during EMS response for different crash types, for example bicycle crash injuries may require different treatment.
Increase use of traffic signal priority and signal pre-emption for emergency vehicles
Engage CTDOT Safety Patrol to assist with clearance of roadway debris after accidents
Consider mass notification alerts to cellphones after a crash incident to minimize instances of secondary traffic incidents
Improve data coordination and sharing between hospitals, first responders, and COGs

Discussion

- What successes or challenges have you had when using existing CT programs? What policies and programs have been/will be most effective?

Raise Hand or Write in the Chat!

Next Steps

- Finalize project list
- Develop countermeasure recommendations for each project
- Finalize strategies and policies
- Synthesize all project information and develop **draft plan document in November/December**
- We expect the next meeting with the task force to be once the draft plan document is developed to gather feedback on specific project recommendations